

1 Proceedings

2 the City.

3 And I understand that there were  
4 charts outside where there was like an  
5 alternative, how to use a train that  
6 serves the suburbs and the City. That  
7 sounds like it might be a good idea,  
8 because the suburbs are like up around  
9 this way, or maybe even in Rockland  
10 County. And I honestly believe it -- it  
11 needs fixing and it can be fixed, but I  
12 wouldn't recommend tearing it down  
13 completely.

14 That's all I have to say for now.

15 Thank you.

16 MS. MAINIERO: Thank you very much.

---

17 Our next speaker is Andy Mele.

18 **TZ-059T** MR. MELE: Hi. I'm Andy Mele. I'm  
19 the Executive Director of Hudson River  
20 Sloop Clearwater. We have about 8,000  
21 members in the Hudson Valley. We will be  
22 submitting written comments prior to the  
23 March 4th deadline that will be in greater  
24 detail. I just wanted to hit some of the  
25 high spots here tonight.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

Proceedings

One of our concerns is that the --

as the crossing becomes -- clearly the Tappan Zee Bridge needs help. It is jam packed. It's verging on dysfunctional much of the time. And I understand that there are some initiatives to develop some real incentives for using Interstate 84, which is all very well and good, as long as it's part of a synthesis, a regional planning model. Demand side management is good. It's also a great opportunity to do technology forcing. I think there's a good market for a bus lane and an elevator down to Metro-North, that kind of thing, to get cars out of there, get cars out of Tarrytown, Sleepy Hollow and stuff.

05

04

20

Our concern is that a bigger bridge, a new bridge or an expanded version of the present bridge is going to create a larger foot print on the River bottom. There are going to be ecological consequences. There have been ecological consequences to this bridge as long as it's been there. It's there. We're all familiar with it.

20

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

Proceedings

We've lived with it for a long time. In a perfect world we'd like to see this as an opportunity to make the bridge go away, and we believe that the best way to do that is to put the traffic underground through tunnels.

We urge the agencies participating in this process to -- to undertake very careful consideration of the air quality ramifications of this crossing, and the impact that that will have on the two roughly equi distant eastern and western legs of the crossing, especially the eastern tributary, it becomes a funnel into New York City. You're driving trucks that are going to be turning -- everything that's going out to Long Island is going to be going down there. It's going into the Bronx, it's going into Queens, where there are communities of color. It's going to add to the traffic on the bridges there. So they're going to be multipliers. They're going to be ripple effects from perhaps expanding and

10  
10  
03

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

Proceedings

relaxing things here. There is, of course, you know, I'll stress again ecosystem and habitat quality, and that extends beyond just the median crossing, it also extends to the concept that an expanded crossing will become a stimulus to development. History has shown us, going back to the days of Robert Moses, who just kept building highways in and around New York City, and they just kept -- and he kept building bridges and they just kept becoming jam packed with traffic. Just building new stuff is not the solution. You have to take a synthesis of the regional issues, transport logistic, economics, including tourism. Tourism is the leading economic engine of the Hudson Valley, and I think it's now number one in New York State, and the Hudson River Valley is one of the principal attractors of that tourism. You know, it would be good to have an economic analysis of no bridge and its impact on the economy that way.

03

06

06

08

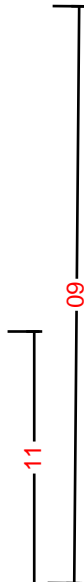
1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  

---

  
17  
18  
19  
20  
21  
22  
23  
24  
25

Proceedings

Regional planning models, not just models for flow and stuff like that, but real targets. What do these communities want? What do they see happening? How much open space is left in these communities? Will a newer and expanded crossing become a stimulus for loss of habitat in unwanted, unplanned and unmanageable development in this region?



And, again, a concern for ecosystems in the upland and the river rein habitat.

So I thank you very much. This looks like a really good process so far, and thanks for the opportunity to speak tonight.

MS. MAINIERO: Thank you.

I'd like to call Alexander Saunders.

TZ-060T

MR. SAUNDERS: Alexander Saunders, Tappan Long Island Tunnel.

Those of you who've been to this -- through this process continuously, and I've been through it continuously for two and-a-half years, are well aware that I've been promoting the Tappan Long Island